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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

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INFORMATION REPORT

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COUNTRY Germany (Russian Zone)

CONFIDENTIAL

SUBJECT Cottbus Airfield

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THIS IS UNEVALUATED INFORMATION

1. On 4 November 1950, 38 to 40 twin-engine aircraft were parked at the Cottbus (N 52/A 57) airfield. (1) There was no flying. The weather was cloudy.
2. A construction site, surrounded by a 2 1/2 meter high board fence, was north of the field, at the right side of the Cottbus-Burg (N 52/A 47) road. Steel masts and guy wires were seen at the building site. In addition to the laborers, eight staff officers were at the site. (2)
3. A construction laborer said that a large, four-engine plane landed at the field every night between 30 October and 4 November and that the plane took off again the same night. (3)
4. On 10 November 1950, about 30 twin-engine aircraft with double rudder assemblies were parked at the field in front of the hangars. Eight planes of the same type were standing at the take-off point. (1) The aircraft at the take-off point took off at short intervals in elements of two and landed at the field after about 10 minutes. In case of bad landings the planes took off again immediately. The crews were relieved about noon by about 25 men who arrived in a truck. The eight aircraft at the take-off point were arranged in a row, two planes with two cockpits alternating with one plane with one cockpit. While the double-cockpit plane was taxiing along, a third crew member was observed looking through an aperture behind the two cockpits. A plane of the same type circled over the field at a high altitude and landed at the field about 2 p.m. Immediately after the landing the plane taxied to the hangars. These flights were probably conducted for the training of radio operators in connection with radar sets operated from the ground.
5. Two trucks with box-like superstructures were between the runway and the hangar farthest to the east. On top of one truck was a mast about 6 to 8 meters high with some guy wires. it to be a radar set. (4) Two radio trucks with whip antennae were at the take-off point.

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6. The fuel dump was surrounded by a fence and by lamps which were switched on at night. It was guarded by air force sentries.

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7. Between 10 and 11 a.m. on 17 November, 24 to 26 twin-engine, low-wing monoplanes with in-line engines and double rudder assemblies were seen at the field from its southern edge. (1) Only one of the hangars was open. Maintenance work was being done on two planes. At each of eight to ten aircraft about ten soldiers were receiving instruction. No flights were made as the visibility was bad and it was raining slightly.
8. A radar set with ears was about 400 meters from the eastern end of the runway, north of the new runway. (5) A high radio mast which was braced on all sides was recently set up about 70 meters north of the center of the runway. A new wooden garage with four entrances for trucks was about 50 meters east of the radio mast.
9. Dumpcars, rails, tractors, and boards were stored on the southern edge of the landing field. The material was slowly hauled away by the construction firms.

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[] Comments.

- (1) [] the number of PE-2s stationed at the field approximately agree. One bomber regiment is believed to be stationed in Cottbus.
- (2) A fuel dump is possibly being constructed there which was previously reported [].
- (3) This is the first information that a four-engine plane landed at the field.
- (4) The set is reported for the first time in Cottbus. It is possibly the same set, a seven-dipole antenna system on the roof of a truck, which has been repeatedly observed with fighter units.
- (5) The presence of a radar set in Cottbus is reported for the first time. To date, such radar sets have been observed only with fighter units. The set is possibly of the same type as the one observed at the Wolzow airfield on 21 August 1950, when the bomber regiment was stationed there. []

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